

## Transportation

Transportation performance is obviously a key metric for gauging the desirability of alternative transportation investments. Each Alternative in the I-405 Corridor DEIS was compared to the No Action Alternative with respect to three primary criteria:

- Mobility Improvement
- Congestion Reduction
- Safety Improvement

Many different measures are used to assess performance of each Alternative with respect to each of these criteria.

### DEIS Maps

The map, "[Screenlines Used in I-405 Corridor Program Analysis](#)," shows three locations along I-405 that were used in the DEIS. These screenlines are in the north, at the King County-Snohomish County boundary; the central portion of the area, near Bellevue; and the southern portion, near Tukwila. The screenlines provide locational points of reference to compare current and projected traffic flows along I-405 (e.g., daily person volumes by mode which flow past these screenlines) for each alternative project. The map also shows urban centers and centers of employment, which are "sketched" onto the map to approximate these areas.

### RS/GIS Maps

The map "[Screenlines Used in I-405 Corridor Program Analysis](#)," listed under RS/GIS shows the same three screenlines as those shown in the map under DEIS maps. In addition, urban centers and centers of employment are identified on the map. Urban centers are assumed to correspond to commercial land uses. Centers of employment were identified based on commercial, urban, built-up and mixed land uses. The land uses were identified by automated classification of Landsat-7 imagery based on spectral signatures, supplemented by field verification and validation.